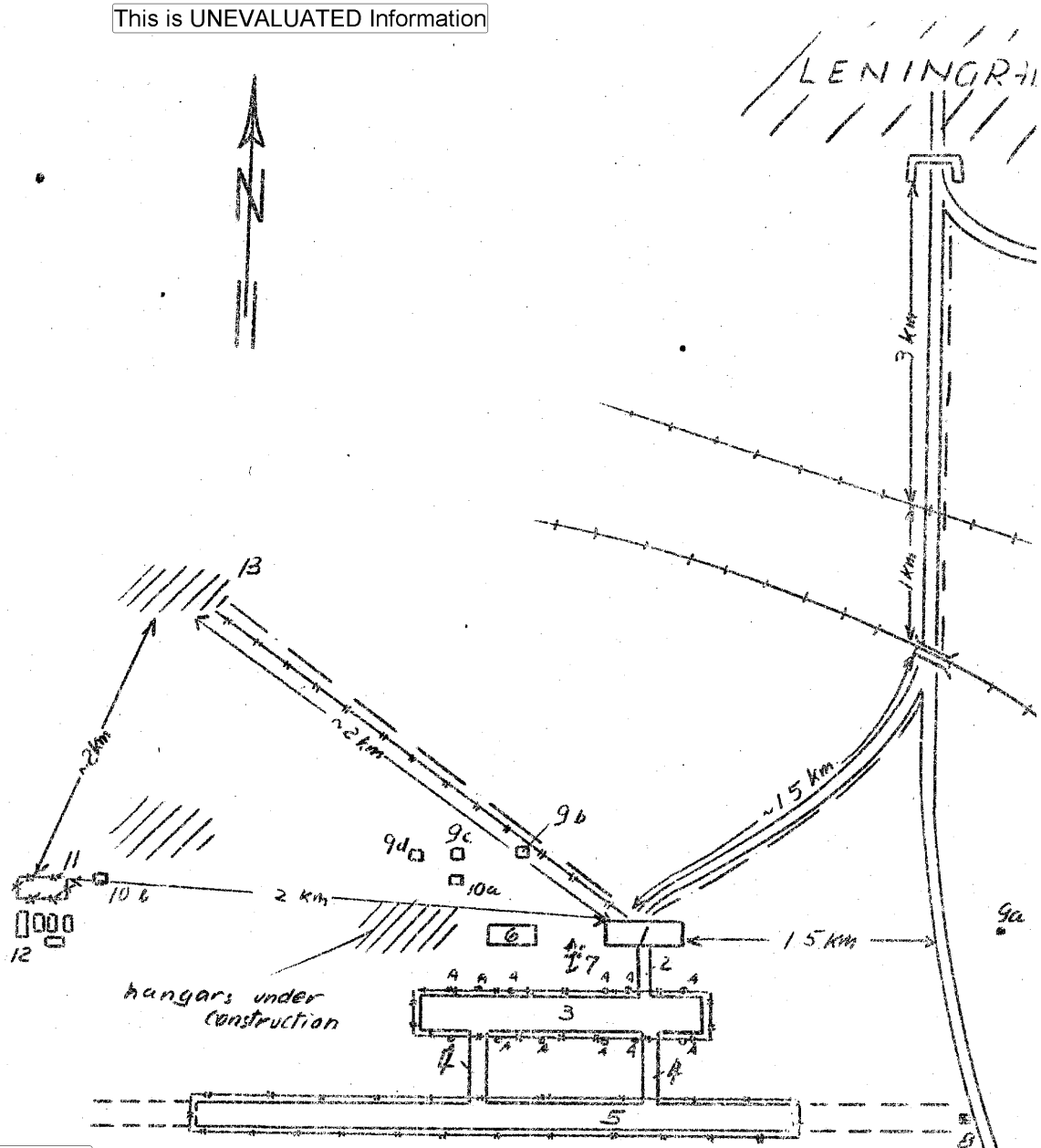
CENTRAL INTELLIGENCE AGENCY

Attachment 1

Layout Sketch of the Leningrad-South Airfield



not to scale

Legend:

1 Airport
2 Taxiway
3 Aircraft dispersal area
4 Taxiways
5 Runway
6 Old hangar
7 Two masts with radial antennas
8 DF station
9a - d Distribution points for electric light
10a and b Transformer stations
11 P. Camp No 7712
12 Five temporary buildings with workshops
13 Radio station with 15 to 20 wooden masts, 10 to 12 meters high and one or two towers, 20 to 25 meters high

underground telephone cables
underground electric lines

About 40 twin-engine aircraft of the following two types were seen continually at the field.

Type a: Two radial engines, believed to be double-row radial engines, three-bladed propeller, leading edge of wing tapering, trailing edge straight, single rudder assembly, nose wheel and landing gear retracting rearward, slim fuselage with at least six windows on each side, slightly larger than the He-111. Ground take-off run was about 500 meters, cruising speed 300 to 350 km/h.

Type b: Two radial engines shorter than those of first type, three-bladed propeller, leading edge of wing tapering, trailing edge straight, single rudder assembly much broader than that of first type, landing gear retracting rearward, rather clumsy fuselage, several windows on both sides of the fuselage. Ground take-off run about 800 meters, cruising speed about 250 km/h.

3. The East-West runway measured about 60x1,500 meters. The runway was constructed in the following manner: The earth was excavated to a depth of about 50 cm and drainage pipes were laid at the bottom. A layer of gravel about 30 cm thick, applied in sections 3 meters long, with the joints filled with tar paper and tar. Two concrete taxiways each about 550x20 meters, which led from the runway to a concrete aircraft dispersal area of 1,000x50 meters were of the same type construction. Some distance from both ends of the runway were two two-story brick DF stations, each about 15 meters square.

4. Only civilians were seen at the airfield; the chief was one Ivanov (fnu).

5. The field was occupied by about 20 twin-engine low-wing monoplanes fitted with radial engines, single rudder assembly and entrance hatch on the right-hand side. Courier, transport, and scheduled passenger traffic was noted.

6. The concrete East-West runway was 2,000 meters long and 60 meters wide. Grading work eastward as far as the road and concreting work toward the west indicated intentions to lengthen the runway. The runway had a concrete surface 50 cm thick, a sand base of the same thickness. An aircraft dispersal area of about 900x100 meters was built of hexagonal concrete slabs. Two concrete taxiways, each of 200x25 meters, led from the dispersal area to the runway. The taxiways, runways, and dispersal areas had drainage facilities.

7. About 15 to 20 twin-engine transports with cabin windows were parked at the dispersal area.

8. The distribution point for telephone cables was in the attic of the administration building. All the electrical installations, that is, the distribution plant and the transformer station, were above ground, except for the electric cables and the emergency power plant which was in the basement of the administration building. Four underground telephone cables, one of them a 60-strand cable, led from the airport to Leningrad, two others to the radio installation of 15 to 20 masts located about 2 km northwest of the airfield. Two underground electric cables led into the interior of the administration building. Six electric cables led from there to the radio station. An electric cable with six plug boxes for 220/380 a.c. volts led around the aircraft dispersal area. Another electric cable with lights connected to it led around the runway. The lights were 50 meters apart and dug into the earth, so that the beams illuminated the runway. The lights were connected in series.

9. A new fuel tank installation of about 60x350 meters was being built north of the airfield. The installation, which was subdivided into two sections, was surrounded by an earth embankment 3 to 5 meters high. In one section there were two rows of eight tanks each, in the other section, which was smaller, there were two rows of five tanks each. According to Soviet workers' estimates of other POL's the fuel tanks in the larger section of the dump had a capacity of 50,000 liters each, those in the other section a capacity of 20,000 liters each.

The tanks, which were interconnected and were resting on concrete bases, were 8 to 10 meters long and 4 meters in diameter. The installation had a railroad connection.

10. About 2,000 meters of the main concrete runway which was about 60 meters wide had been completed. An extension of the runway toward the west, in a length of about 500 meters, was being built. Two taxiways, each about 200x60 meters, led to a concrete aircraft dispersal area of about 90x300 meters.

11. Two destroyed hangars were being reconstructed and were scheduled to be completed by early 1950. A large repair hangar was beside these hangars. Two DF stations were at some distance from each end of the runway. A radio installation with 10 to 12 radio masts was part west of the field.

12. The Soviet engineer supervising all PW's and the Soviet civilian workers was called Vassin (fnu). Chief of the Soviet airfield construction bureau was one Steinberg (fnu). Vassin, who spoke good German, was permanently stationed at the field.

13. Two types of twin-engine aircraft were permanently stationed at the field. One of these types was called a Douglas type by the PW's. Only civilian flying was observed at the field.

14. The concrete runway was about 2,000x70 meters. It was being lengthened toward the west by about 500 meters. Three wheel barrows with sand and one with cement were used for one square meter of runway. Each wheel barrow had a capacity of about two hundredweights. It was rumored that two old runways extending as far as a ridge to the west were to be added to the existing runway so that the entire system would form a triangle. Two taxiways, 20 to 30 meters wide, led from the runway to a concrete aircraft dispersal area of about 50x600 meters located to the north. Two or three hangars, each of 20x40 meters, were being constructed. There was also a repair hangar of 20x60 meters. About 10 tanks 8 meters long and 4 meters in diameter were in a fuel dump. About 13 new foundations for fuel tanks were being built. According to Soviet civilians, underground hangars and quartering facilities were to be built in a ridge 2 to 3 km away.

15. The field was permanently occupied by 10 twin-engine transports of Douglas type, and by about 15 Soviet twin-engine transports. Only civilian flying was seen.

16. The entire airfield was about 3,000x3,000 meters square and was called Municipal Airport. It is to be one of the largest airfields in Northern Russia after completion. An observatory was located on a hilly ridge south of the airfield. According to construction plans it was intended to construct three runways in the shape of a triangle, the apex of which was to point to the south and the sides of which were to be 2,000 meters long. The northern East-West runway was completed in a length of 1,750 meters. The remaining 250 meters were to be completed by early 1950. The runway was 65 meters wide. The bed of the runway consisted of a sand layer, 40 cm thick, on top of which was a concrete layer, 24 cm thick. The concrete was mixed in a ratio 1 : 3. On both sides of the runway the loamy soil was rolled in a width of 500 meters. The runway had lighting facilities. Two direction finders, each with underground installations, were about 250 meters from the western and eastern end of the runway. Taxiways of 60x800 meters led to a concrete aircraft dispersal area measuring exactly 250x1200 meters. A total of three connecting taxiways was planned. It was known that it was planned to construct hangars on the northern slope of the hill on which the observatory was located.

25X1

A radio installation with several high towers was about 2 km northwest of the field. The steel framework of a repair hangar about 50x115 meters in size was completed in December 1949. An administration building that was completed in 1949 and which had four or five radio masts on its roof was east of the repair hangar. An air traffic control building west of the repair hangar and the construction of a third administration building was planned.

17. The airfield was occupied by an average of 12 to 14 twin-engine transport and commercial planes.

18. The new fuel dump, work on which was believed to have been started in the summer of 1949, was in the northwestern section of the field. It covered an area estimated at 100x150 meters. The dump consisted of 16 to 20 fuel tanks and several pipe lines, and was surrounded by a water ditch and an earth embankment, 1½ meters high and about 3 meters wide. The fuel tanks, which were 10 to 15 meters long and about 2½ meters in diameter, were on concrete bases about 10 meters long and 80 cm high. The tanks were arranged in two rows, the individual tanks being 2 or 3 meters apart, and the distance between the rows 10 to 12 meters. The tanks, which were interconnected with pipes about 7 cm in diameter, rested on concrete bases.

19. Cable ditches for runway lighting facilities were being dug 2 or 3 meters from the edges of both sides of the runway. By the end of December 1949 the construction of these lighting facilities had reached the following status:

a. The cables had been laid on both sides of the runway. The three-strand insulated cables were in a cable ditch about 80 to 100 cm deep. The diameter of the cables ranges from 3 to 6 cm. The number of the cables also varies. As an example 15 cables leave the cable house, but the number of cables decreases continuously as the end of the runway approaches.

b. The runway lights were partially installed but they were still without bulbs. The lamps are installed in concrete poles about 20 meters apart. Other PW's said that a second runway was to branch off from a point opposite the junction of the eastern taxiway with the runway. At this point a stretch of 50 meters was left free of lamps.

c. A cable house of concrete and brick and measuring 6x6x5 meters was completed but was windowless. The cables led from here to the cable ditches. Other PW's said that the cable house received its current from a transformer station northwest of the runway.

d. A command bunker, a concrete underground structure hardly visible from the exterior was on the northern side of the runway. It had only one 4x4x4 meter room which was accessible through a square porthole. The bunker was empty, and only a wire loop projected from the northern side of the structure. According to other PW's this loop was part of an underground line which branches off from the line feeding the runway lights and leads into the airfield area via the bunker. Other PW's said that this was a telephone line.

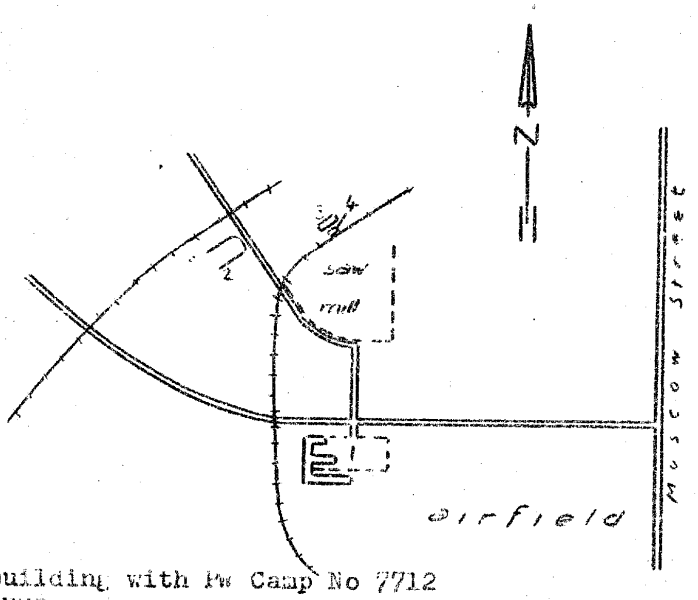
20. The runway, which was illuminated by lights mounted on wooden poles, was reportedly 3 km long and connected to an aircraft dispersal area by two taxiways. It was covered by hexagonal concrete slabs 25 cm thick. Its northwestern section was still being constructed. The swampy terrain resulted in many cracks and bumps on the runway.

Attachments:

1. Lay-out sketch of Leningrad/Pulkovo airfield.
2. Sketch showing the location and lay-out of the new fuel dump.
3. Sketch of the runway lighting facilities at Leningrad/Pulkovo airfield.

Sketch a: Location Sketch of new Fuel Dump at the Leningrad-South Airfield

Sketch a



Legend:

1 Airfield building with PW Camp No 7712
2 New fuel dump
3 Central airfield depot, empty
4 Wooden loading ramp

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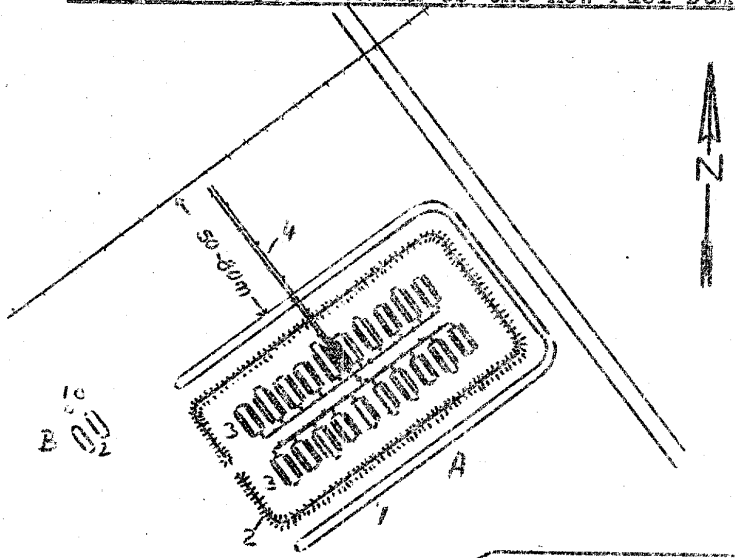
Sketch b: Layout Sketch of the new Fuel Dump

Sketch b



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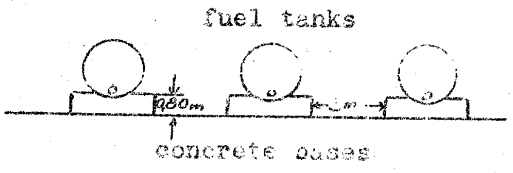
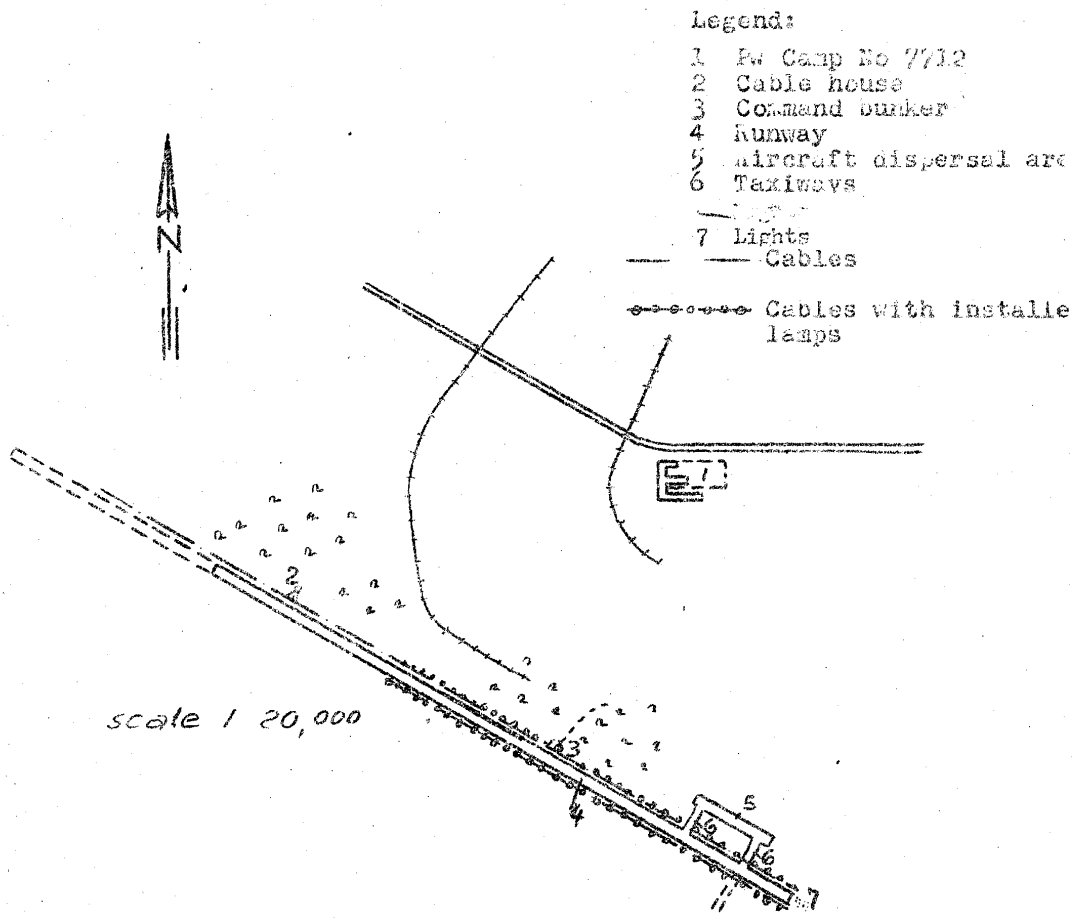
Legend:

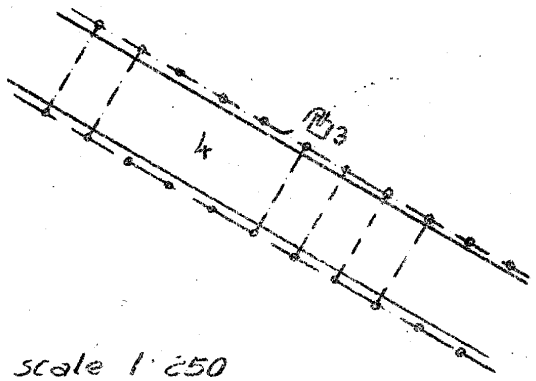
A New fuel dump
1 Water ditch
2 Earth wall
3 Fuel tanks
4 Pipe line
B Temporary fuel dump
1 Standing tanks
2 Laying tanks



Overall Sketch of the Runway Lighting Facilities at the Leningrad-South Airfield



Runway at Command Bunker



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